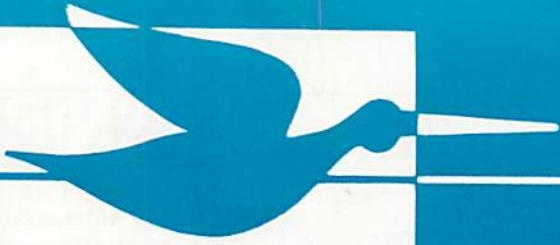


# Snipe

## BULLETIN



November 1957  
Vol. 7 No. 6



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The SNIFE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

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## Meeting and Boat Show Dates

The 1958 Annual Meeting of SCIRA will be held in Chicago on Saturday February 15th, as decided upon at the 1957 meeting there last winter. This will be the fourth consecutive time for Chicago and plans for the day will be similar to past years. Details will be announced in the December Bulletin.

The Chicago Boat Show in the International Amphitheatre is scheduled for Feb. 7-16th this year. SCIRA will have floor space as in the past, but the location will be in the main arena where the majority of sailboats are shown. Alan Levinson has assumed charge of the booth again and he is receptive to volunteer help of any kind. This is probably the best way to acquaint the public of Snipe and SCIRA and your efforts will not be wasted by any means. Snipes will also be exhibited by builders in their own booths.

The exhibition of Snipe at the New York Boat Show last year aroused so much enthusiasm that there will be a repeat performance at the Coliseum the third week in January. The District Governor, Bengt Johnson, is the man in charge this year and arrangements are rapidly being concluded for another successful showing. SCIRA will display one Snipe in a space open on three sides on the fourth floor again. Bengt, also, wants all the help he can get and your assistance, no matter how small, will be gladly welcomed and greatly appreciated. These are the only shows where SCIRA will officially participate this year, so let's make them good!

## Three Fleets Become Active Again

In addition to the five new fleets announced last month, three old fleets have been reactivated and their charters renewed recently.

After a lapse of several years, the Richmond Fleet 12 at Point Richmond, California, was reorganized by five Snipe owners and Gordon Rule, Box 67, Pt. Richmond, was chosen as Fleet Captain. Alan Clarke of San Francisco is the measurer and Bob Carrick, well-known racing enthusiast, is one of the members. We hope this fleet has a healthy growth and becomes a leading member of the California Snipe Association.

Likewise, new blood has infused life into another old fleet at Onondaga, New York, and now District 5 welcomes Onondaga Fleet 18 back into active competition. E. F. Booth, Commodore of the Onondaga Yacht Club, is the new Fleet Captain and he reports that they have a few prospective Snipe owners and that things look bright for next year. At one time, Central New York was a Snipe stronghold and there are signs of revival there in several spots. SCIRA welcomes these old fleets back again.

Many years ago, a small group of Snipers on Wolf Lake, Michigan, was granted Charter 141 and they managed to qualify for SCIRA membership for many years. Now, after a short lapse, interest has revived again under the leadership of George K. Potter and the fleet is in good standing again. Potter is the Fleet Captain and it is interesting to note that his five boats have the numbers 4238, 4243, 4245, 4340, and 4349 and are all owned by residents of Jackson, Michigan. These numbers were issued 16 years ago and have remained together all this time. A fine example of Snipe revival!

## THE COMMODORE SAYS

It's virtually impossible to touch upon all the exciting events which have occurred this year in Sniping on all fronts, both at home and abroad. The success of the Nationals in Peoria more than verified the strength of the Snipe Class in the United States, and you can be sure that each new number of the Bulletin means another active Snipe sailor. At the World Championship in Cascais, Portugal, 20 nations competed for the highest honors in Snipedom. It would have been 21 had not the skipper from Uruguay suffered a broken arm just prior to the regatta. The success of the Snipe, and its acceptance internationally, can best be comprehended when one realizes that more nations turned out for the World Snipe Championship than for most of the Olympic Classes. I think that no higher tribute than that could be accorded the Snipe!

Furthermore, the National Secretaries of 14 nations came to the Championship, and a finer, more interested group of gentlemen would be hard to find in any circle. We had several meetings, and I would like to discuss some of the highlights of our meetings in this article.

For a long time now, there has been a great deal of discussion concerning the possibility of getting Snipe accepted as the two man centerboard boat for the Olympics. Mr. Jean Peyte, of France, is on the Small Boat Selection Committee of the International Yacht Racing Union and was in Cascais. We invited him to meet with us and explain the procedure used in selecting classes for use in the Olympics. The procedure is as follows:

1. The Class must be an International Class recognized as such by the International Yacht Racing Union.
2. The Selection Committees recommend their choices to the delegates of the IYRU.
3. The Classes are nominated by interested parties.
4. The nominations are closed, and a vote taken of the Classes nominated to determine which Classes get the nod. ( Five Classes race in the Olympics: A single man Class; a two man centerboard Class, and usually three keel Classes. )

Our first step, then, is to have the Snipe recognized as an International Class by the IYRU. The fact that we are numerically the largest Class in the World does not necessarily have any bearing on whether we are accepted or not, but the fact of the matter is, Snipe has never been submitted for this recognition before, and, without it, the Small Boat Selection Committee could never consider it under their own rules, which limit them to only those classes recognized as International by the IYRU.

As a result of this meeting, England, Cuba, Portugal, Spain, and Turkey agreed to have their delegates submit the Snipe for consideration as an International Class at the next IYRU meeting scheduled for this November. I wired our delegate, Mr. Henry S. Morgan, and respectfully requested that he submit the Snipe for consideration, too. I am extremely happy to report that he did this, and the Snipe is definitely on the agenda for consideration at the November meeting in London. Furthermore, Mr. Peytell agreed to propose the Snipe as an International Class at the Small Boat Selection Committee meeting.

Last year, France proposed the 5-0-5 and Italy the Flying Dutchman for the two man centerboard boat for the 1960 Olympics. After that, the nominations were closed. At the forthcoming meeting, the delegates will elect one or the other of these two classes, so, even if Snipe is recognized by the IYRU this November, the chances of seeing Snipes in the next Olympics would require miracles I'm incapable of performing. Nevertheless, if we are recognized, it will, at the very least, allow Snipe to be considered as the two man boat for the 1964 Olympics. Thus we will be in a far better position than ever before.

To mention the highlights of our visit to Portugal and the enthusiasm and generosity of our delightful hosts could very well fill volumes. Their racing facilities were superb; their hospitality original in that each event planned for the visitors was different while at the same time magnificent. I just wonder how, when it comes our turn to hold a World Championship, we could come close to duplicating all that the Portugese did to

(Continued on page 10)



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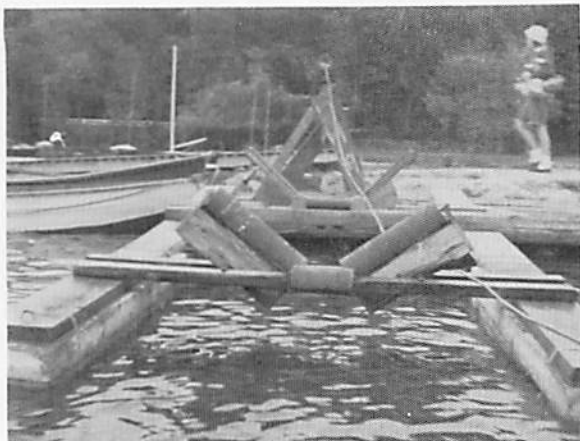
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## MASSACHUSETTS YANKEE DISPLAYS INGENUITY

### CLARENCE BORGGARD DEMONSTRATES THE VALUE OF A SCIENTIFIC EDUCATION

Here is a picture of a local phenomenon known as "BORGIE'S DRY DOCK". The genius who created it prefers to remain anonymous, but his touching modesty does not prevent him from asserting that it represents an obvious improvement over the much publicised but somewhat old-fashioned, cumbersome, and expensive "Chattanooga R. R. ", so-called.

He claims, further (ahem!), that his device consists of "a multiplicity of freely revolvable rubber-cushioned rollers, mounted on oscillating eccentric cams, etc, etc." But leaving aside the ponderous verbosity obviously aimed at the Patent Office (he confidently expects to make another million out of this one), permit me to leak out a few minor details without, however, disclosing anything of a "classified" nature.

Device actually consists of a miscellaneous agglomeration of heterogeneous junk, crudely assembled into a rough pilot model to see if the damn thing would work--which it does, surprisingly well, to the astonishment of all onlookers!

Planks are 2x12, each 16' long. For added stiffness, they are "T'd" with a 2x4 spiked longitudinally underneath (on edge). Planks are 6'6" from outside to outside.

Bunk supports are parallel 2x4s about 7' apart. The bunks pivot between these 2x4s on 3/4" brass pipe axles. These bunk supports also tie the dock together.

Rollers are of wooden cores driven into heavy-gauge rubber hose. Cores are drilled for 3/4" brass pipe axles. Bunk rollers are 4" diameter; guide rollers are 3" diameter, held in place forward of the bunks on projecting arms of 1 1/4" angle iron.

Winch is boat trailer type. Pilot model has worked well with a knotted piece of rotten 1'4" manila rope, but new rope may be substituted if preferred, and without knots.

Plank ends were fastened to the shore in such fashion as to permit a certain amount of flexibility to accommodate different water levels, etc. Sufficient flotation is achieved in Pilot Model by chunks of Styrofoam having a total buoyancy of approximately 251 pounds per plank. One 30-gallon or two 15-gallon drums per plank would serve the same purpose.

Principle, as pictures show, is self-explanatory. As the boat is winched in over the outer guide roller, the dock submerges under the TOTAL weight of the boat. This lowers the height of the initial lift. As the boat rolls beyond the tilting point and comes gently to rest on the inner padded bunks, the anchored ends of the planks begin to assume their half of the weight. Thus relieved of half the load, the floats rise, lifting the whole boat clear of the water without any mechanical means.

Angle of inclination, in repose, should permit rain water to run out of unstoppered hole in the transom. ----THAT'S IT! (Whew! Are you still with us? Better get your old physics textbooks out and brush up a little. See if you can figure out how Borgie ever gets it back into the water again. --Ed.)

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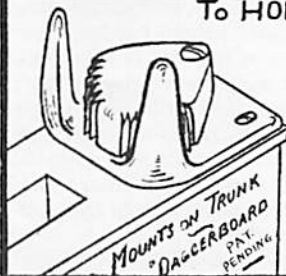
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## WILLIAMS WINS ON LAKE LOTAWANA

LOCAL BOYS HAVE A FIELD DAY

The annual Lake Lotawana (Missouri) Regatta was won this year by Past Commodore Eddie Williams of Lake Lotawana. This is the first time since 1950 that the event has been won by a local sailor, and Eddie did the trick then. In fact, the home town boys were really after the trophy this time as they placed 1-2-3-4. That must prove that, in typical Lotawana WINDS, local knowledge might help just a little. They all vowed that prior experience with Pink Ladys had nothing to do at all with the results -- at least, as far as they were concerned!

The WINDS were rather spotty, which mixed things up from minute to minute, and no one could feel safe with a five minute lead (reference; Eddie Williams). Some of the comments we heard: Joann Kilpatrick: "No wonder you folks chase around to all the regattas." Ted Wells: "If I had to sail here all the time, I would trade old 6025 for water skis." But everyone enjoyed themselves and went home determined to come back to the next one and show those local guys a thing or two. —Joe Ramel.

### LAKE LOTAWANA REGATTA

Sept. 14-15

BOAT	SKIPPER	Race	1	2	3	Points	Fin.
11000	Eddie Williams	3	1	2	4	565	1
9365	Jack Schwindler	1	4	4	4	338	2
6783	Mike Curran	12	5	1	3	373	3
9740	Joe Ramel	6	6	6	6	675	4
10370	Bill Kilpatrick	2	8	9	3	634	5
6025	Ted Wells	7	2	17	3	253	6
4048	Gordon Freyger	9	12	8	2	954	7
6978	Bob Williams	23	7	3	2	224	8
9739	Don Newcomb	16	3	12	2	910	9
9361	Cleve Slauson	10	14	7	2	846	10
9100	Mike Choquette	5	17	11	1	772	11
11007	John Boyd	13	16	5	2	705	12
10549	Bill Dwyer	8	20	10	1	491	13
5933	Jim Hoyt	14	13	14	1	242	14
10067	Dan Darrow	18	9	15	1	229	15
6938	Hattie Carver	4	26	16	1	219	16
11045	Joe Bartels	19	10	18	1	974	17
6776	Bob Schwindler	21	11	19	1	784	18
8086	Jim Paxton	11	15	28	1	745	19
10639	Norman Tanner	15	24	20	1	406	20
5988	J.Goetz	24	25	13	1	329	21
9912	Bob La Scala	25	18	21	1	285	22
9913	Dr.Gifford	17	23	22	1	261	23
10832	Gene Grossman	20	21	26	1	166	24
8645	Joe Becker	22	22	23	1	146	25
10324	Bill Sebring	26	19	25	1	95	26
10322	Joy Ramel	27	27	24	1	671	27
11047	Bob Mayer	28	29	27	1	509	28
8567	Rodney Lindwall	29	30	30	1	386	29
10323	Pete Stallings	DNS	28	29	1	313	30

## WEBSTER KEEPS DISTRICT 5 TITLE

BOB VREELAND GIVES HIM A CLOSE RACE

Chuck and Jean Webster came from behind to successfully defend their District 5 title, which is awarded to the skipper having the highest accumulated total through all the individual regattas in the district during the summer.

After being blown out by Hurricane Audrey the previous weekend, the Retzhaupt-Briody regatta got underway at Oak Orchard on Lake Ontario and it soon became evident that a battle royal was developing for all trophies. Bob Vreeland, last year's District 5 runner-up, won the 1st race by a small margin. Jules Kroeger, 3rd last year, won the second race. Webster finally got his Coleman-built "Feather" going to win the third one. And Frank Dannenberg, a "bridesmaid" for 12 years of Snipe racing, finally had his big moment by winning his first regatta race in the fourth race. At the end of the weekend, Vreeland, with Mike Hanna in "Whisper", had won the Briody Trophy and Kroeger, sporting a new mahogany deck on his "Ban-shee", had won the Retzhaupt Trophy. So, at the half-way point for the district title, Vreeland had a one-position lead over Kroeger, while Webster, Dannenberg, and Tom Hanna were well behind.

(Continued on top of page 12)

## OUR CONGRATULATIONS

TO

STEWART (Stovy) BROWN, Baltimore, Md.  
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THOMAS W. HEAD, Peoria, Illinois.  
Winner Wells Trophy, Peoria, Illinois.

CARLOS BOSCH, Santiago de Cuba.  
Winner European International Championship.

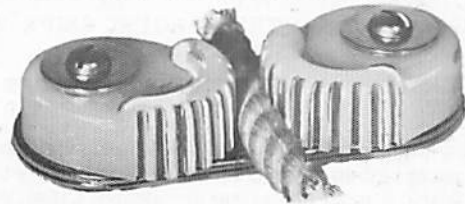
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# SPAIN WINS WORLD TITLE

## SWITZERLAND SECOND—UNITED STATES THIRD

### TWENTY-ONE NATIONS COMPETE

— By Terry Whittemore



SOME OF THE COMPETITORS

PORTUGAL HOST TO THE LARGEST SNIPE WORLD CHAMPIONSHIP RACES EVER HELD

SPAIN WINS THE ISAACKS TROPHY FOR THE FIRST TIME

When the top ranking sailors of 21 sovereign nations assemble at one yacht club to determine who will be the World Champion of the World's most numerous one-design Class, you can be certain that the event must be worthy of special interest and recognition.

Precisely this is what occurred at the Clube Naval de Cascais the early part of last September. From Japan to Turkey, Canada to Argentina, and from the Scandinavian countries to South Africa, with a host of nations in between, the top Snipe team of each country, selected through a rigid series of eliminations, arrived at the delightful port of Cascais, Portugal, with an eye toward winning the most coveted honor of Snipedom.

Many brought their own Snipes, generously transported gratis by their hosts on Portuguese steamers. The remainder were given their choice of Snipes from the cream of the Portuguese fleets. The series to determine the Champion consisted of six races of at least seven miles each. Out of deference to those using borrowed boats, each contestant was allowed to drop his worst race of the series to compensate for possible equipment breakdown.

Three windward-leeward and three triangular races were sailed alternately, the first race being over a windward-leeward course. One race a day for six days (Sept. 2-7) was the schedule and, fortunately, weather conditions caused no postponements or cancellations.

Three of the races were held in shifty winds up to 8 mph. Another saw the wind a steady 12 mph, while the other two required maximum hiking and agility as the gusts exceeded 20 mph. As a result, this regatta provided a true test of the contestants' ability under a variety of conditions.

Juan Manuel Alonso Allende, the Spanish representative, and Fragniere Raymond of Switzerland, each sailed a sweet, sweet series! Both had three firsts - thereby shutting out everyone else from even a fleeting moment of glory. Allende acquired a second and a fifth in the other two races which, under the Snipe Class scoring system, nosed out the Swiss, who had a third and a fourth in the other two races, by only four points. The Sapiard was superior by far in a blow; no one could come close to touching him under heavy conditions, yet he was right in there when the breeze was light. The Swiss, on the other hand, had a magnificent feel in the light winds, and in two of the races, worked



TOP -- Rounding a mark during one of the races.

BOTTOM -- Hi Upson's Snipe 9320 arrived in Cascais on August 30th. The U.S. Team, Fred Schenck (skipper) and Terry Whittemore (crew) used this boat.

out fantastic leads.

Steady sailing on the part of the U.S. skipper, Fred Schenck of Newport Beach, California, earned him a neat third in the final standings, by way of two 2nds, a 4th, and two 5ths. Moreover, he accomplished this feat using a strange boat and a crew with whom he had never sailed. This is, indeed, a great tribute to his sailing skill.

Dr. Clemente Inclan, the Cuban skipper, famous both in Ocean Racers as well as Snipes, placed fourth, while Italy's National Champion, Pierino Reggio, nailed down the number five spot.

Our hosts in Portugal left no stone unturned to insure that everyone experienced a memorable as well as delightful visit to their lovely country. The scope of their planning can be better appreciated when it is revealed that there were over a hundred yachtsmen there - the Stars and Dragons were racing for their European Championships at the same time - and the multitude of invitations were extended to all the sailors, their National Secretaries, and families. In this brief article, it is impossible to enumerate all the wonderful trips and events that were planned. I must mention, though, the picturesque Belham tower, acres of colorful gardens, the renowned Casino de Estoril, and an all day side trip into the bull fighting country. There all were wined and dined to the strains of gay music accompanied by authentic and exotic folk dances, and the final frosting was added when everybody was invited to try their luck in the little bull ring. Bravery evaporated, and the F-106 would emulate a turtle compared with the speed with which the ring was evacuated when the bull came charging out. Suddenly, a flying trapeze in a hurricane seemed like duck soup. At the many lavish festivities planned for us by our hosts - each original, each different, and each

magnificent - everyone had a glorious time, needless to say.

We were fortunate to have the services of Arch Higman of California as official SCIRA representative. He did a beautiful job! There was little cause for controversy, largely due to the smooth way he handled things. This was the friendliest regatta imaginable, noteworthy as it was the first World Championship for several nations, and this friendly feeling is one of the strongest points of the Snipe class.

This World Championship will go down in history as the one where the decision was made to submit the Snipe Class sailboat to IYRU for their International Class rating. This action was encouraged because of the great international interest in the Snipe, as witnessed by the large number of entries and the great success of this truly international event.

#### CAMPEONATO MUNDIAL DE SNIPIES

Boat	Country	Races	1	2	3	4	5	6	Pos.
10718	Spain	<del>DSQ</del>	1	5	1	2	1	1	1
10576	Switzerland	1	<del>DSQ</del>	1	3	1	4	4	2
9320	United States	5	<del>DSQ</del>	2	2	4	5	3	3
9144	Cuba	4	<del>DSQ</del>	3	4	8	3	4	4
6370	Italy	2	8	6	5	5	<del>DSQ</del>	5	5
8314	England	3	<del>DSQ</del>	4	6	6	9	6	6
10625	Norway	9	2	<del>DSQ</del>	14	17	2	7	7
10249	Belgium	13	<del>DSQ</del>	11	7	3	12	8	8
10003	Portugal	15	6	<del>DSQ</del>	8	7	10	9	9
8100	Sweden	11	3	10	16	<del>DSQ</del>	7	10	10
11133	Brasil	10	4	16	12	<del>DSQ</del>	6	11	11
9593	Bahamas	6	<del>DSQ</del>	9	11	12	13	12	12
9884	Bermudas	7	10	12	13	11	<del>DSQ</del>	13	13
10407	France	<del>DSQ</del>	14	13	9	10	8	14	14
10036	Denmark	16	7	8	15	<del>DSQ</del>	11	15	15
10681	Japan	12	15	7	<del>DSQ</del>	9	14	16	16
9610	U. of S. Africa	<del>DSQ</del>	18	14	10	15	15	17	17
10134	Turkey	8	<del>DSQ</del>	17	18	14	16	18	18
7166	Argentina	14	16	18	DSQ	13	<del>DSQ</del>	19	19
9236	Canada	17	19	19	17	19	<del>DSQ</del>	20	20
8010	Uruguay	DNS	( skipper broke his arm )						

## HARRY ALLEN HANGS ON TO TROPHY

A much needed heavy rain along with fickle winds caused frequent position shifts among the twenty-three Snipes that assembled at the Quassapaug Yacht Club for the annual Winchester Boat Club Sailing Trophy.

Harry Allen, last year's winner, retained the title to the trophy after finishing the series with a second and two thirds. The winds dropped to zepfers for the two Sunday races and the final tally showed Clifford Austin of Winchester in second place and Tommy Legere, also of Winchester, in third place. Terry Whittemore of the host club and SCIRA Commodore, led with a first and a second at the series two-thirds mark, but an 11th place in the final race dropped him ( with a thud ) into fourth spot, closely followed by Joe Remlin of the Cedar Point Yacht Club.

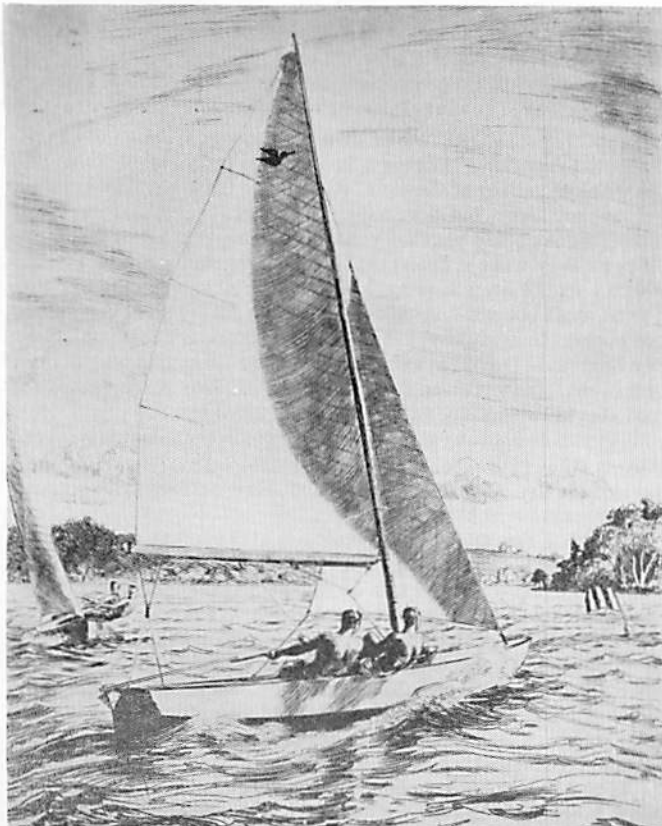
Steaks were flown in from Kansas City ( one guess ) the day before and each person had the pleasure of cooking one to his own liking over charcoal grills. This treat was particularly welcome after the earlier saturation.

As a result of Allen's victory, Quassapaug will be host again for the series next year.

## A NEW SCIENTIFIC SAILBOAT RACING

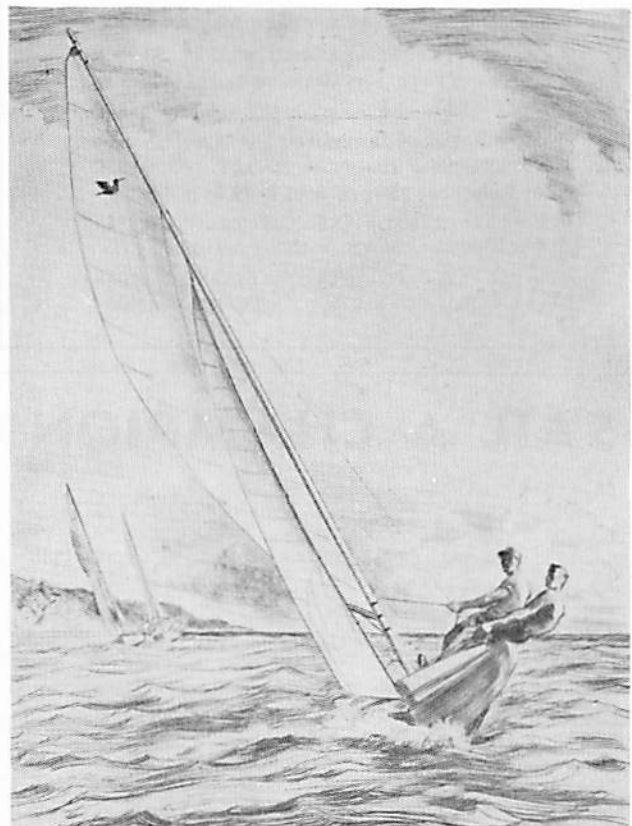
SCIENTIFIC SAILBOAT RACING by Ted A. Wells was first published in 1950. At that time, it was a most unusual book, for here a champion sailor, world-renowned for his feats in the Snipe Class, completely revealed his sailing "secrets" with copious illustrations and advice on how to win races. Furthermore, Ted generously assigned all the rights and royalties to this book to SCIRA, thus earning the everlasting gratitude of the class.

Now the book is being revised after seven years of further experience and the new edition will contain about 30 additional pages of pertinent material. It will be available in the early spring, so all orders will be filed for future delivery. A gift certificate could be used at Christmas time, if desired.



"FIRST TO THE MARK"

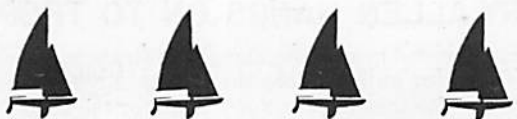
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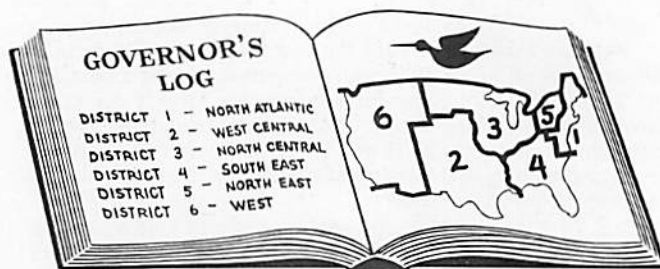
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### GOVERNOR'S LOG

- DISTRICT 1 - NORTH ATLANTIC
- DISTRICT 2 - WEST CENTRAL
- DISTRICT 3 - NORTH CENTRAL
- DISTRICT 4 - SOUTH EAST
- DISTRICT 5 - NORTH EAST
- DISTRICT 6 - WEST

**DISTRICT 5 - BOB VREELAND** reporting: This district has definitely grown during the last few years. Our State Championship drew less than 20 boats 2 years ago, 28 boats last year, and 37 entries this year.

Cuba Lake is our newest fleet. Their boats are good, enthusiasm is high, and Jim Herzog, their Champ, has done better at each regatta. Located near Chautauqua Lake, they will definitely help the competition in that end of the territory.

At the opposite end of the district, Galway Y. C. continues to grow in numbers and competition. Onondaga is reviving and Cazenovia is forming a new fleet.

To the south, Loon Lake and Keuka Lake are having their best turnout in years. Ed McHenry, making the only trip away from home waters, illustrated the caliber of their racing when he took second in one regatta race. Silver Lake is also on the way up.

For years, the Comets have dominated the Finger Lake region of New York State. The increase of the number of Snipes against the Comet numerical superiority is felt to be from two causes: (1) the availability of good fiberglas Snipes (2) the availability of old, but raceable Snipes. Thus any price boat can be obtained.

**DISTRICT 2 - JERRY JEROME** reporting: Bill Kilpatrick, the past Governor of District 2, is fast becoming the man to beat in our area. (Not to mention T. A. W., of course. -Ed.) With his lovely wife, Joann, as crew, Bill has been the top boat or among the tops in every regatta this season.

New District 2 officers include Joe Ramel, Vice-Governor; Floyd Hughes, Treasurer; and Frank Riesenecker, Secretary.

**DISTRICT 3 - LARRY WHEELER** and Governor-elect **HATTIE CARVER** reporting: During a recent trip to Portugal, I had the pleasure of sailing at Cascais. (Wheeler). They have a very nice set-up, not large, but adequate. The whole week that we spent there, the Atlantic was as smooth as a mill pond. Like most Snipers, they were a grand bunch and furnished me with a Snipe which I raced on a Sunday with my son, Pat, crewing for me. There, too, I noticed that orlon and dacron sails pulled away from the cotton. Incidentally, the Portugese National Champion, Hel-der Soares de Oliveira, won the race while I finished 5th. Soares is national champion in two boat classes. We also visited the four fleets in Lisbon, but more about them later.

Illinois is showing a marked increase in Snipe activity. The Peoria fleet is tops in number and competition. Decatur and Springfield are reviving rapidly. Both have perfect sailing areas and enthusiasm is high.

Cowan Lake, Ohio, is growing and already has several top-notch Snipers. Mark Schoenberger attended the Nationals at Peoria, the Tri-Club Regatta at Akron, and then went to Indianapolis where he made an excellent showing, even with "cottons".

"My showing at Peoria was even better than in my home fleet", quipped John Call when talking about the fierce competition in the Indianapolis fleet.

Gull Lake, Michigan, is the probable site of next year's District races. It is a perfect lake for Snipes--everything included--water, boats, sailors, and competition. Michigan has numerous fleets and perhaps a roundup in the next issue will be possible. Don't forget that the annual District 3 meeting will be held in Chicago on Friday night, February 14th. A big weekend!

**DISTRICT 1 - BENGT JOHNSON** reporting: Once again we are in charge of the Snipe Booth at the New York Boat Show. Come to Booth D92 on the 4th floor. Volunteers to sell Snipe to the public are needed and your help will be appreciated. There will be a District meeting Friday night, Jan. 24th - same as last year.



## SNIPER NEWS IN BRIEF

When Dr. Frank Penman, England's most famous Snipe sailor, won the British National Championship this year, it was the fifth time that he has held the coveted honor. Twenty years ago, in 1937, he won it for the first time in Snipe #1080. This must be some kind of a record for consistency and faithfulness to the class. There are probably others who have owned and actively raced Snipes over 20 years, but not too many and it is doubtful if there are any who have won five national championships in that period. It would be interesting to have a few personal items from some of the old-timers as it would help strengthen our claim that "Once a Sniper, always a Sniper." Ted Wells started with 2725 18 years ago and John Call of Indianapolis stated at Peoria that he and his wife started Snipe sailing in 1935 and he was curious to know if anyone had a longer record than that. Guy Roberts surely must have a lengthy term as he didn't quit until two years ago. Let's hear from some of the Old Timers. . . . Dick Elam was responsible for the nice write-up of the Abilene regatta in the October Bulletin. They hope to have a couple more Snipes in Abilene by next spring so they can have their own fleet there. Dick wants some extra copies of the Bulletin sent to his friends, for, he says, "I know your literature sold me on Sniping a couple of years ago and look at what a disciple I've become." . . . And we are always glad to hear from Col. Frank W. Halsey, Inf., U.S. Army, Retd., who has been a mainstay of the old fleet 35 at Three-Mile-Harbor, N. Y. He still owns Snipe #2020. He writes, "Here I am, bringing in the tail of the season. But I still want to be "among those present." It is with pleasure I read about Barse Miller and Bengt Johnson of the Sea Cliff Snipe Fleet. I intend to get over there for a visit soon, I hope. At the present time, my spirits are a little ruffled but unslowed; I fell off a step-ladder and then my Mother-in-law died -- all this in exactly the middle of the season. So, again, I had to forgo sailing. Next season I will hire a shrubby trimmer (it is cheaper) and do some sailing. And I would never miss reading the Bulletin". . . . Rumor says that Walt Krause has completed the engineering and drafting on the aluminum mast he has designed and is now negotiating to have it produced for trial

and experiment. It promises to be good and is awaited with great interest by all Snipers. . . . Howard Boston, the well-known sail-maker of Mt. Clemens, Michigan, and a champion sailor in his own right (Thistles, etc) is so interested in Snipes now that he has become a co-owner of #11160 with Leon Irish, Jr., and will compete in his first Snipe races at the Halloween regatta at Atlanta. He is anxious to try out some of his own sails as he has some very definite ideas of how they should be cut. Boston sails have had quite a record in the Thistle Class. We welcome the addition of another top sailor to the Snipe class. . . . One of the unusual features of the Peoria races was the great number of women and girls who were actively crewing in such an important event. Half of the boats in the Heinzerling Series had female crews, while many more were in the Wells Series, plus four female skippers. And they were good, too! In one race, when Larry Wheeler happened to be in the lead, he and Dorothy looked around at their competition -- the closest boats contained Harry and Helen, Fred and Jean, and Bob and Elly. It made them feel pretty good, for it was rather rough at the time. Looks like the girls are here to stay, too, for they crewed for 6 of the top 9 boats in the final standings. How can you object to that kind of a record--or to girls, either, when it comes right down to it? . . . The new master mockup for making molds for fiberglass hulls has been completed by Francis Lofland of Wichita. Made of epoxy, it is completely stable and has no shrinkage and first inspection prove it to be up to expectations. Detailed announcement of plans and terms for the use of the mockup will be made shortly by the Rules Committee. . . . Captain Pete Foe of the Iowa-Nebraska Fleet 309 reports, "Season's end! I took the boat home yesterday. Snow in the air and ice in the hold. We had an early fall, so didn't get in much post season sailing, but we did complete our schedule of 29 races, so it was a successful season. Gordon Freyder was our champ with 1676.2 and Floyd Hughes with daughter, Sandra, was second with 1645.5 with 16 Snipes sailing in all. Our trophy dinner will be November 16th and all are invited. We're looking for an even better season in 1958. The lake continues to rise and there is more interest in Snipe than ever before and we will have some more new boats." It's a far cry from Indian days!

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# Wells Wanderings by Ted Wells



## TEAM RACING IS FUN AND EDUCATIONAL

Starting in 1952, the Wichita and Tulsa Fleets have had an annual team race near the end of the season. These team races are, of course, sailed for blood and if we required all protests to be written out and if we held lengthy, formal discussions on all protests, the protest committee would probably be in session until the start of sailing in the spring. However, since the main purpose of these team races is to have a good time, all protests are accepted and decisions rendered orally in about five minutes.

In a team race, if you happen to have one or two of your teammates behind you on a reach and a competitor tries to pass you to windward, you can safely satisfy that long suppressed desire to luff someone into the bulrushes on the opposite side of the lake, for it is the team score that counts and not the individual score. Also, if you are covering an opponent going to windward and can get him to sit on the panic button, you can pass him back from one team mate to the next while he tears his hair out by the handfuls. It is also great sport to round the mark at the end of the downwind leg and come up on a starboard tack close-hauled through a fleet which is running with whisker poles out.

Any skippers with a past inclination toward barging starts soon learn the facts of life and anyone who is a little hazy on the rules gets a rapid refresher course.

The first two years of the team races, Wichita won easily. Wichita's Santa Fe Lake disappeared toward the end of 1953 and did not make a permanent reappearance until this spring, with the result that Tulsa won during the next three years. Wichita won again this year giving further evidence of the correctness of the old adage that the only way to learn how to race is to race.

## WINTER SPORTS

This is the season in which the major winter sport of most small boat owners is refinishing the boat for next year. Since 6025 had been repainted anywhere from one to three times a year since it had been covered with airplane fabric back in 1947 and since the old paint had never been completely sanded down, I decided to take everything off and see what things looked like underneath. I have always been opposed to the use of paint remover, but this would have been an impossible job without remover and there are some new self-inhibiting removers which are supposed to stop working as soon as they dry and which do not require any washing.

Most paint removers will only remove one or two coats of paint per application of remover, but I happened to get hold of some remover named "Skim" which took off the approximately forty-coat mixture of marine, industrial, and automobile enamel with one application. It will also take the skin off your hands equally fast, so rubber gloves are recommended.

The original finish of the boat put on in the spring of 1947 consisted of aircraft fabric doped on with aircraft dope and with a coat of aluminum pigmented dope underneath the enamel. Wherever this aluminum-pigmented dope had not been sanded through, the fabric was still stuck so tightly to the wood that paint remover has to be used to get it off without pulling the wood grain. There were occasional spots where the aluminum-pigmented dope had been sanded through for one reason or another, and in these spots, even though the paint film was twenty thousandths of an inch thick, water had never penetrated to the wood leaving discoloration. Good evidence that if you really want to keep water out of something, use aluminum paint.

Because of the fact that my mast is still not quite as stiff as I would like to have it. I have decided to try stepping it on the

deck. This will eliminate one additional place where water can get into the boat in heavy going and the halyard problem can be solved, I think, by putting pulleys very close to the bottom of the mast and then running the ends of the wire halyards through small holes in the mast step, which is on top of the deck. In order to take the downward thrust of the mast, I am running a one inch diameter steel tube from the deck down to where the mast step used to be. A further advantage of this construction is that I believe that it will lead to a solution of the whisker pole stowing problem with a self-bailing cockpit. When and if I figure this one out, it will be reported in a later issue of the Bulletin.

(THE COMMODORE SAYS continued from page 3)

make our visit to their country the memorable event that it was.

Mr. Luis Brotherhood of Recife, Brazil, and acting National Secretary for Brazil at the Board Meeting in Cascais, brought the following offer for the 1959 World Championships. Needless to say, the Board of Governors has accepted their generous offer with sincerest thanks and appreciation.

**BRAZIL'S OFFER:** As many new Snipes as required will be built for the contestants. Rigging and tuning will be left in the hands of the visiting skippers, who will draw for the boat they are to use prior to the regatta.

One-half fare rates on Brazilian airlines to skipper, crew, and National Secretary. Also included is room and board.

(At this moment, I hazard a guess that there will be 26 nations represented at this Championship in 1959.)

Next year (1958), our Western Hemisphere Championships will be held in the Bahamas. It's easy to see why Snipe sailors have an incentive to win our Nationals, what with all the magnificent opportunities to meet wonderful people in wonderful places.

In closing, I would like to say how impressed I was with the quality of the Snipes at Cascais, of the workmanship that had gone into them, and the tremendous overall improvement compared with two years ago. No longer does any one or two countries have a theoretical edge due to superior hulls, equipment or rigging. In short, it boils down to just what the experts have always proclaimed: The winner will usually be the guy with the mostest in the noggin, and the touch on the tiller.

## SNIFE FILMS AVAILABLE

The recently established SCIRA FILM LIBRARY has a few films of Snipe regattas for rent at reasonable rates.

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# Voice Of The People

## A WORD OF WARNING

"I was interested in Vic Weinman's suggestions for the fastest Snipe hull as printed in the October Bulletin.

I think he has the right idea, but a word of warning should be given. Whenever anyone builds a Snipe using measurements on or close to the maximums or minimums allowed in the plans, there is always the danger that, in future years, the hull may change shape in the wrong directions, with the resulting measurements exceeding the maximums and/or minimums used when the boat was first built. The tolerances to the plans are provided (1) to allow for small human errors when building (2) to take care of any changes in shape of the hull resulting from natural causes over the years. Hulls built to specification limits should be subjected to periodical checks by official measurers. Especially should such boats be checked at national championship regattas even though they hold permanent green measurement cards.

Also, I heartily approve of the use of 3/8" plywood on the bottom of the hull instead of the 1/2" presently specified. Thus the bottom would conform to the 3/8" used on the sides of the hull and the uniformity of the material would provide an excellent base for fibreglas covering. Certainly it would be much easier to apply 3/8" instead of the 1/2" or two pieces of 1/4" applied separately with a layer of glue between them, as now recommended. There has been a sudden interest in wooden hulls covered with fibreglas recently and anything we can do to encourage amateurs to build their own Snipes should be adopted."

William Kuehning  
Akron, Ohio.

## LIKES THE BULLETIN

"It appears I forgot to renew our subscription to the Snipe Bulletin. We really enjoy reading this fine little magazine and keeping up-to-date with our Snipe sailing friends, even though we are Arrow sailors now. Enclose is our check -- we don't want to miss a single number!"

Mrs. John T. Nagle  
401 Tenth St.  
Wilmette, Illinois.

## WANTS TO KNOW ABOUT THE PAST

"I got an idea recently which I think the Brass should think about seriously -- there should be a history written about the Snipe Class and published for all to read.

It would require a great deal of time and organization with a great many possibilities to be considered. Should one person do all the writing, or should each chapter be written by a different person? Should it be published by SCIRA or by a regular publisher? How detailed should it be? Et cetera, et cetera! I have done a little thinking, but come to no definite conclusions.

A lot of information can be obtained from old Bulletins, the yachting magazines of the past 25 years, the old Jib Sheets, newspapers, and many interesting observations could be obtained from old sailors in the class. There may be a number of these old veterans who would like to write a history of their particular area. If this is a real possibility, there is no time like the present.

I believe a history of the class would be very important and valuable to us as it would go a long way toward improving the already great class spirit. I would be willing to spend a limited amount of time on the matter and would like to hear from other interested and willing volunteers."

Dexter Thede  
4720 Taylor House, S. Q.  
Ann Arbor, Michigan.

This is indeed an excellent suggestion, for the lack of an authentic historical document in the Snipe class has been very evident in the last few years. The only material of this kind in the official files is a complete collection of all the old rule books ever issued and a few of them contain brief accounts of the start of the class in early days. The Jib Sheet file is very meager as they were not saved. There are some interesting old pictures of historical value and some pertinent correspondence, but not much. At least, this available material could be reviewed and co-ordinated into chronological order and the facts established used as a foundation for a real class history, when and if.

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**FOR SALE: SNIPE DECALS.** Two bright red Snipe insignia 6 1/2" long with number decals, only \$1.00 postpaid. Use them on your car, trailer, boat, etc. **STICKS ANYWHERE.** Get them from SCIRA, 655 Weber Ave., Akron 3, Ohio.

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**FOR SALE: SNIPE EQUIPMENT.** 7/8" slotted spruce Snipe boom, unfinished, \$6.00. 90" spruce whisker pole, plywood fork, stainless clips, \$6.00. Dagger board trunks, rudders, and tillers built to your specifications. No C. O. D.'s please. WALCO: 1501 N. Belmont, Wichita 14, Kansas.

**FOR SALE: Snipe 7114,** dry-sailed and in excellent condition. Two suits of sails, Ulmer dacrons, one season old. Complete with cover and trailer, \$600.00. Inquire E. Weinberg, 178-11 Henley Road, Jamaica 32, New York.

**FOR SALE: Snipe 10205** - new cedar planking on spruce; stainless rigging; Thurston Egyptian cotton sails; daggerboard. Weight 440 pounds. All in excellent condition. Used only in 1955 and 1956. Can be seen at 34 Sunset Farm Road, West Hartford, Connecticut. \$450.00 - trailer \$50.00 extra.

**FOUR SNIPEs FOR SALE AT A SPECIAL PRICE:** (1) a new fibreglas hull with a wooden deck (2) all fibreglas boat, second grade (3) two complete fibreglas boats, also seconds. These boats have slight blemishes from sticking in the mold. Write to Heckel Plastic Products, 525 West Abbott St., Indianapolis, Ind.

**WANTED TO BUY: SNIPE IN GOOD CONDITION.** Daggerboard preferred, within 150 miles of Scranton, Pa. Willing to repair if necessary. Edward Gordon, 812 Quincy Ave., Scranton, Pa. Phone Diamond 7-4679.

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 2nd Merchant Memorial — Uses Synthetic and Cotton Sails By

**Louis J. Larsen** Yacht Sailmakers  
 50 Warren St., New York 7, N. Y.

(WEBSTER WINS TITLE from page 5)

At Olcott Y. C. for the New York State Championship, Bob Vreeland started out to open up his lead by winning the first race. Then he proceeded to lead the second race almost to the second windward mark, when a wind shift dropped him to 3rd. That hurt, for Webster, never far behind, slipped into the lead and went on to win. Sam Toth, sailing "Dusty Fore" and undefeated at his home Newport Y. C., came in 2nd twice.

Going into the last race, Webster figured he had to beat Vreeland with 3 boats between them to retain his title. But at the end of the second beat, things looked dark with Webster 10th and Vreeland 11th. However, on the last reach and run, the "Feather" footed in a way that made even veteran Vic Larsen from Chautauqua exclaim in astonishment and the Websters finished 3rd behind Kroeger and Ed McHenry of Loon Lake. Then they stayed close by to watch Vreeland try to save his point lead in a photo-finish for 6th with Bel Russell of Chautauqua Lake and Dannenberg. After finishing 7th, inches behind Dannenberg, Vreeland had to admit that Webster had pulled one out of the fire and was Champion of New York State and SCIRA District #5.

## WELLS CHAMPION OF DISTRICT 2

TED LEADS THE FLEET AND KEEPS THE TITLE

The Sequoyah Y. C. of Tulsa, Oklahoma, was host to the Snipe fleets in District 2 for the District Championship races held on Lake Gibson May 25-26. Lake Gibson, in celebration of the event, swelled in importance to 25 feet above normal, which made natural launching ramps out of all the highways leading to the lake and spread the lake over an area of fifty square miles. The wind, not to be outdone by the water, howled into a fifty mile blow on Saturday and then died away to a mere whisper on Sunday. This, of course, made everything "just lovely" for the Race Committee, not to mention the 27 skippers who showed up from all parts of the district to participate.

The Race Committee, aided by the famous "Ole Joe" who was pushing all those buttons at the 1955 Nationals in Atlanta, laid out a course in a protected area of the lake for the two Saturday races. Bill Kilpatrick, with his lovely wife, Joann, as crew, romped home to win the first race with Ted Wells, Jerry Jerome, and Ben Moore breathing down his neck in that order. In the second race, Ted took an early lead and held it all the way with Ben Moore of Ardmore, Jerry Jerome, Hattie Carver (all the way from Green Lake, Wis.), Bill Kilpatrick, and Joe Ramel finishing as listed. The final race on Sunday was held in a very light breeze and Eddie Williams, who had a little trouble getting un-wound on Saturday, took the lead early in the race and won going away. Ted, Jerry Jerome, Bob Williams, Joe Ramel, Bill Kilpatrick, and Hattie led the rest of the fleet in.

After the points were totalled up, it looked like a repetition of the 1956 Championship Regatta as far as the first three boats were concerned with the "Wichita Wonder" picking up the silver, again. Final standings of the first ten boats are:

### DISTRICT 2 CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	RACES 1	2	3	Fin.
6025	Ted Wells	Wichita	2	1	2	1
10155	Jerry Jerome	Tulsa	3	3	3	2
10370	Bill Kilpatrick	Okla City	1	5	6	3
9739	Eddie Williams	Kansas City	8	11	1	4
23	Ben Moore	Ardmore	4	2	16	5
9740	Joe Ramel	Kansas City	9	7	5	6
6978	Bob Williams	Wichita	6	12	4	7
6938	Hattie Carver	Green Lake	14	4	7	8
8645	Joe Becker	Tulsa	7	10	8	9
9100	Mike Choquette	Kansas City	11	9	9	10

At the skippers' meeting on May 25th, the following District Officers were elected to serve for the following year: Jerry Jerome, Tulsa, District Governor; Joe Ramel, Kansas City, Vice-Governor; Frank Riesenecker, San Antonio, Secretary; and Floyd Hughes, Council Bluffs, Treasurer. — Jerry Jerome.

A drunk on a cruise stood looking through the porthole the entire afternoon. Finally he turned to his companion and said, "What a lousy television show!"